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# "Q POINT"

9th aerospace defense division

In this Issue:

A Look at the New Ninth

New Search for Saucers

Flight to Kanak



**MARCH 1967**

# SOMETHING FOR THE TECHNICALLY-MINDED

*(Our more technically-minded readers have occasionally criticized Q POINT for carrying what they consider less than significant articles. Because of this criticism, we offer the following article on the development of the Turbo-Encabulator. Frankly, it is a little deep for us, but we hope you find it something of value. — Ed.)*

For a number of years now, work has been proceeding in order to bring perfection to the crudely conceived idea of a machine that would not only supply inverse reactive current for use in unilateral phase detractors, but would also be capable of automatically synchronizing cardinal grammeters.

Such a machine is the "Turbo-Encabulator."

Basically, the only new principle involved is that instead of power being generated by the relative motion of conductors and fluxes, it is produced by the modal interaction of magnetoreluctance and capacitive directance.

The original machine had a base-plate of prefabricated amulite, surmounted by a malleable logarithmic casing in such a way that the two spurving bearings were in a direct line with the pentametric fan. The latter consisted simply of six hydrocoptic marzelvanes, so fitted to the ambifacient lunar waneshaft that side fumbling was effectively prevented. The main winding was of the normal lotus-o-delta type placed in panendemic semi-boloid slots in the stator, every seventh conductor being connected by a non-reversible tremie pipe to the differential girdle-spring on the up end of the granimeters.

Forty-one manestically spaced grouting brushes were arranged to feed into the rotor slip-stream a mixture of high s-value phenylhydrobenzamine and five percent reminative tetraliodonexamine. Both of these liquids have specific pericosities given by  $P-2.5c_n 6.7$  where "n" is the diathetical evolute of retrograde temperature phase disposition and "c" is Cholmondeley's annular grillage coefficient. Initially, "n" was measured with the aid of a metapolar refractive pilfrometer (for a description of the ingenious instrument, see "L. E. Elektro-technistratischs-Donnerblitze," Vol III), but up to the present date nothing has been found to equal the transcendental hopper dadoscope. (See "Proceedings of the Peruvian Academy of Skatological Sciences," June 1914.)

Electrical engineers will appreciate the difficulty of nubbing together a regurgitative purwell and a suporimitive wennelsprocket. Indeed, this proved to be a

stumbling block to further development until, in 1942, it was found that the use of anhydrous nagling pins enabled a kryptonastic bolling shim to the tandered.

Undoubtedly, the turbo-encabulator has now reached a very high level of technical development. It has been successfully used for operating nofer trunnions. In addition, whenever a barescent skor motion is required, it may be employed in conjunction with a drawn reciprocating dingle arm to reduce sinusoidal depletion.

## HELP!

This was supposed to be the February issue of Q POINT, but things didn't work out that way. Because of a breakdown at the government-contracted typesetting plant in Boulder, Colo., our copy sent there Feb. 2, didn't come back until Mar. 1. So we hope you like our March issue.

This isn't the first time, but we hope it will be the last time we have to skip a month.

Our New Year's resolution (also a little late) is to publish the April and subsequent issues so you receive them at the first of the month.

A second resolution is to make Q POINT a much more readable and interesting magazine.

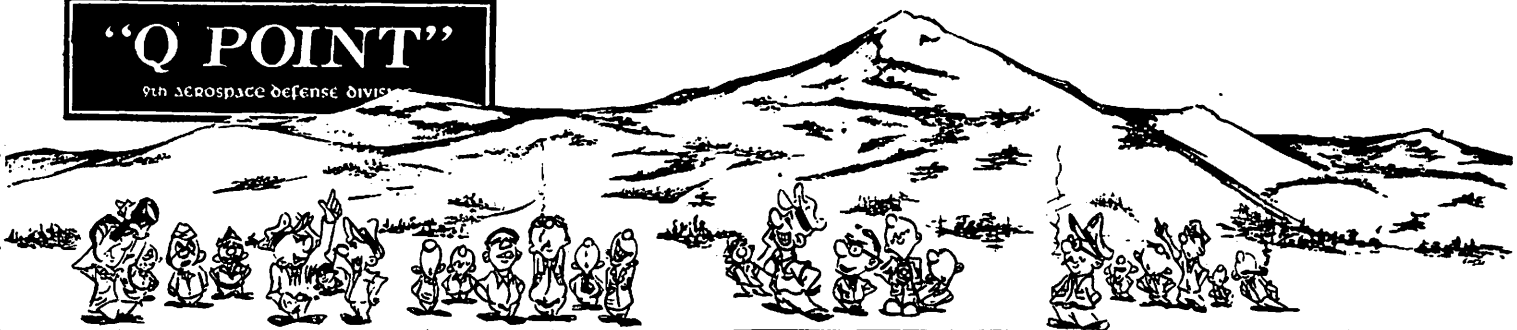
We know from experience that a magazine isn't worth the paper it's printed on unless it's read. That's where you come in. We would like a little feedback from you -- both in the form of contributions and criticism.

We don't pay money, and we won't promise to use everything you send, but we will acknowledge all contributions either in print or by letter.

Hope to hear from you soon.

# "Q POINT"

9th Aerospace Defense Division



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DIRECTORATE OF INFORMATION  
9th AEROSPACE DEFENSE DIVISION  
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Maj Gen O. B. Johnson	Commander
Maj R. H. Reed	Dir of Info
SSgt W. A. Brockmann	Editor
Miss Peggy Wyse	Secretary

COVER: This month's cover, which promotes the story on page 4, was drawn by former Q POINT editor, SSgt Jim Caldwell, before he left for his new assignment at DaNang AB, RVN. We hope Jim will remain our South Vietnam correspondent.



Dr. Edward U. Condon, a man keenly interested in "flying saucers," visited 9th Aero facilities at Colorado Springs Jan. 13 in preparation for a special University of Colorado study of unidentified flying objects.

Dr. Condon is professor of physics and astrophysics at U of C, which has been contracted by the Air Force to conduct the independent UFO investigation.

Along with other members of his UFO study team and representatives from the USAF Office of Aerospace Research (OAR), Dr. Condon was given a briefing at Ent and an orientation tour of the Cheyenne Mountain complex.

In letters to Maj. Gen. Oris B. Johnson, 9th Aero commander, both Dr. Condon and Mr. J. Thomas Ratchford of OAR expressed appreciation for the information gained during their visit.

"The excellent briefing at Ent and the orientation visit to Cheyenne Mountain will be invaluable to the Condon committee in its admittedly difficult study of such an elusive subject as UFOs," said Mr. Ratchford.

"Furthermore, the fine spirit of cooperation evidenced by all of your staff was helpful in demonstrating to the University of Colorado that operational commands such as yours can play an important role in furnishing the kind of information necessary for their study."

The decision to ask the University of Colorado to make an independent investigation of UFOs was based on a recommendation made last year by the Air Force Scientific Advisory Board, which was asked to evaluate the Air Force's UFO investigation program known as Project Blue Book.

The advisory board committee

felt that the Air Force program dealing with UFO sightings was well organized, but that the resources assigned to it (one officer, a sergeant and secretary) were "quite limited."

The committee members agreed that after 19 years and more than 10,000 sightings recorded and classified, "there appears to be no verified and fully satisfactory evidence of any case that is clearly outside the framework of presently known science and technology."

However, they felt that analysis of new sightings could possibly provide some valuable additional knowledge.

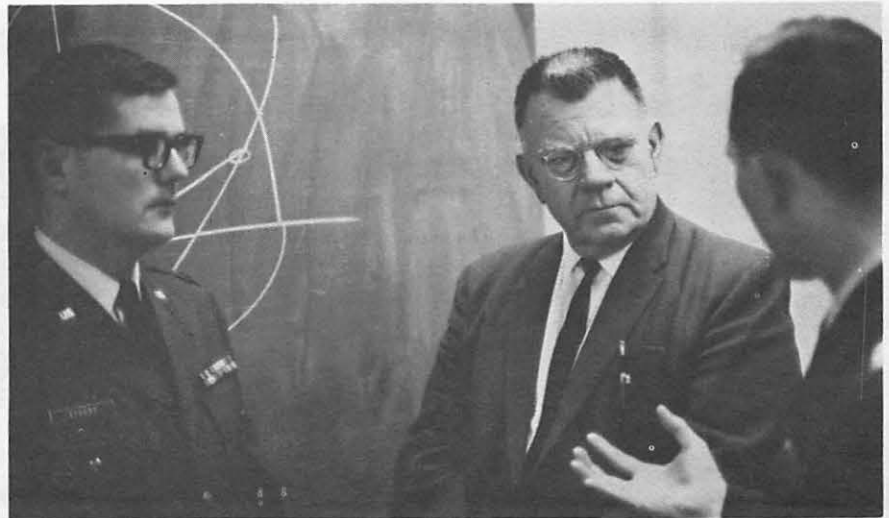
The committee members also thought that some of the cases listed as "identified" by the Air Force were sightings where the evidence collected was too meager or too indefinite to permit positive listing in the identified category. Because of this, they recommended that the

Blue Book program be strengthened to provide opportunity for scientific investigation of selected sightings in more detail and depth than before.

Dr. Condon pointed out that the University of Colorado investigators "will be free to follow whatever lines of study they decide are most important, using whatever means of study their judgments indicates is most suitable." He added that they also 'will be free to publish their findings without control of any kind by the Air Force.'

Previous UFO findings by the Air Force and other independent consultants can be summed up in five statements, according to the Library of Congress legislative reference service:

1. UFOs do not pose a threat to the nation;
2. UFOs do not represent developments or principles beyond present-day scientific knowledge;
3. There is no evidence of extraterrestrial vehicles under the control of an intelligent being;



Dr. Condon is briefed at the Cheyenne Mountain Complex by orbital analysts 1st Lt. Henry B. Eckert Jr. (left) and Capt. Dick A. Cable, both of 1st Aero.

4. There is no evidence of physical matter left behind by a reported UFO;

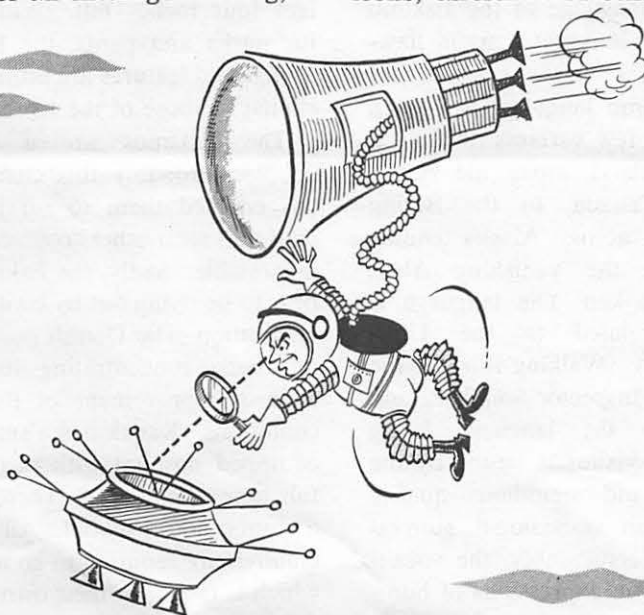
5. Some small fraction of total sightings remain "unidentified."

Of the 10,047 flying objects investigated by the Air Force from 1947 through 1965, most were identified officially as bright stars and planets, comets and meteors, satellites, balloons, aircraft and other known

causes. A number of other objects couldn't be identified because of insufficient data, but only about 6.4 per cent were classified as "unidentified."

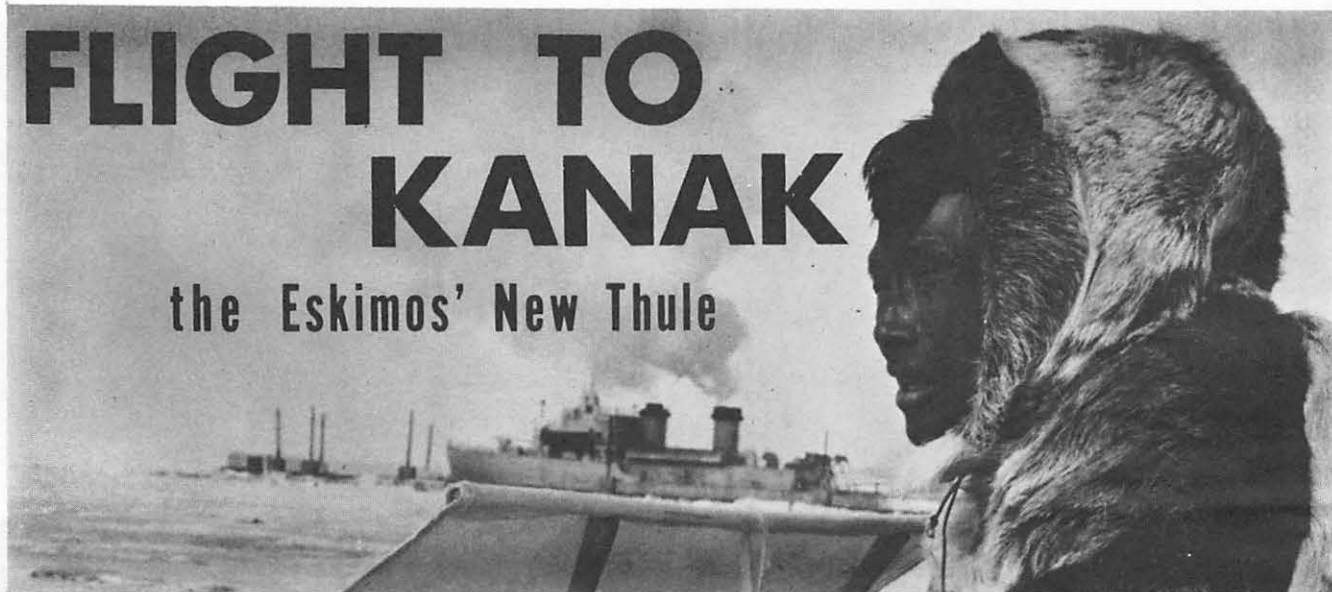
Dr. Condon's group is expected to report on its findings early next year. They may reach the same conclusions as previous studies or may come up with something out of this world. Meanwhile, the Air Force is keeping an open mind.

"The Air Force does not deny the possibility that some form of life may exist on other planets in the universe," according to the Project Blue Book information pamphlet. "However, to date, the Air Force has neither received nor discovered any evidence which proves the existence and intra-space mobility of extraterrestrial life. The Air Force continues to extend an open invitation to anyone who feels that he possesses any evidence of extraterrestrial vehicles operating within the earth's near space envelope to submit his evidence for analysis."



# FLIGHT TO KANAK

the Eskimos' New Thule



By Maj Don Goede

Eighteen hours by dog sled or one hour by helicopter north of Thule AB in Greenland, is the Eskimo village of Kanak, or "New Thule" in Eskimo language.

The helicopter trip from Thule to Kanak is a box-seat viewing of the grandeur and strange beauty of the Arctic. We passed over North Star Bay dotted with icebergs, Mount Dundas with its sheared-off top, and Wolstenholme Fjord with three glaciers discharging icebergs, some larger than a city block. Flying over the ice cap one sees just the white vastness broken only by an occasional crevasse uncovered by the limited summer thaw.

When Thule AB was being constructed in the early fifties, the Eskimo population of Thule village was moved 60 miles north to Kanak to protect them from exposure to the white man's diseases. Besides, the Eskimos did not like the noise of the airplanes coming and going—it was ruining their hunting.

Located on the southern side of Halvo Peninsula, the approach to Kanak is across Bredning Bay. The bay is spotted with icebergs from a

glacier a few miles up the fjord. Kanak sits on a gentle slope in sharp contrast to the cliffs that close in the rest of the fjord and bay. The harbor shelters a dozen or so small boats used by the Eskimos to hunt the narwhale.

Inspector Sondborg, the representative of the Danish government as governor of Northern Greenland, met our helicopter. Orla Sondborg, a hardy and cheerful man, has lived in Greenland for 19 years. He speaks the language of the Eskimo fluently, but he greeted us in flawless English.

The Eskimo language is spoken with only a few variants of dialect, from Greenland, along the Arctic coast of Canada, to the Bering Straits and across Alaska ending only where the vanishing Aleut tongue is spoken. The language is generally related to the Ural-Altaic family. Walking through the village with Inspector Sondborg and listening to the language being spoken, the visitor is struck by the expressive and melodious quality with only an occasional guttural sound. Understandably, the vocabulary is rich in expressions of hunt-

ing, life, death, thirst, hunger, and cold, grim realities that are the norms of life for the Eskimo.

Most of the men of the village were out hunting the narwhale. However, the distinguished citizen of the village was sitting in front of his house. He is the son of Odak. Odak was the Eskimo who was with Admiral Perry when he reached the North Pole on April 6, 1909. Short in stature, Odak's son has the average height of the Eskimo, about five feet four inches tall. Without the fur parka and pants, the Eskimo's Mongoloid features are astonishingly similar to those of the Koreans.

The Eskimos are a cheerful people. Probably this cheerfulness has enabled them to survive in a land that most others considered uninhabitable. Sadly, the Eskimos appear to be dying out by contact with civilization. The Danish government has been concentrating its efforts toward improvement of the living conditions. Kanak has a small, well equipped hospital with a doctor in full time attendance. There is also a church and a school. All Eskimo children are required to go to school which is taught in their own tongue.

"Eskimo" is a name derived from a Cree Indian word meaning "eaters of raw meat." Most anthropologists believe that the Eskimo migrated eastward across Canada to Greenland. Through radio carbon dating of excavations of harpoon heads, knives, stone implements, ivory carvings, and other artifacts, archaeologists have estimated that Eskimos were living in Greenland as far back as seven to eight hundred years ago. There are other findings that indicate a pre-Eskimo culture dating back 2,500 to 3,000 years.

The Eskimos live in small wooden houses that were built for them when they were moved to Kanak. They still maintain their tents made of skin for hunting trips. At every house there are from ten to fifteen sled dogs tied up or in a pen, plus a litter of two of puppies. As you walk past the dog teams a quick calculation tells you that the dog population outnumbers the human two or three to one. Inspector Sondborg was quick to warn us to keep a safe distance from the dogs because they are work dogs, not pets, and they can be vicious. The law states that all dogs over eight months old must be tied up.

A long frame building at the foot of the Kanak slope houses the offices of the inspector, a post office, a telegraph and short-wave radio station, and the general store. Here the villagers buy their food, clothing, and tools. During the months of July and August, when the ice cover is gone from the bay, a couple of ships bring in the supplies for the coming year. The ships must anchor off-shore. There is no dock and the water is too shallow. The supplies are loaded into the small boats and hauled in to shore. In the rear of the general store are two large cold storage rooms with crates of fresh fruit and vegetables. When these



Inspector Orla Sondborg, governor of Northern Greenland, greets two Thule AB officers visiting Kanak, Lt. Col. Frederick P. Selin and Maj. Charlie Brown.

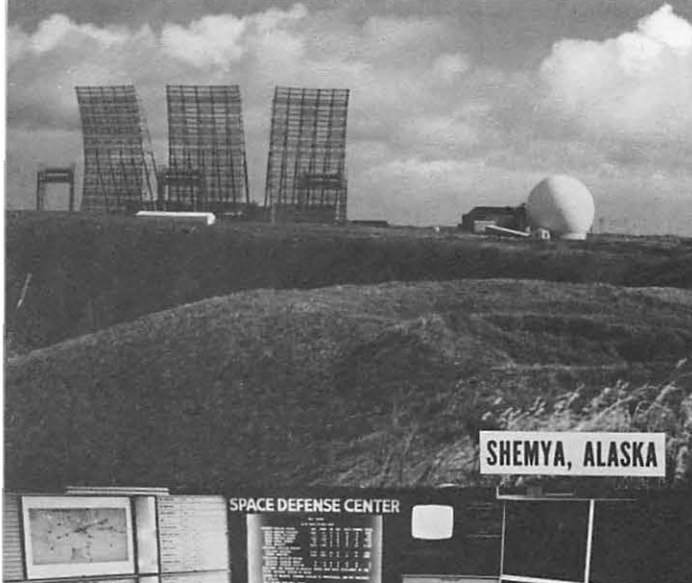
fresh foods are gone there will be no more until the next summer when the ships return. The shelves of the store are well stocked with the stable foods and a large variety of canned goods, but the visitor is surprised to find short-wave transistorized radios on sale too.

One of Inspector Sondborg's responsibilities is to see that the Eskimo receives a fair price for his hunting efforts. The narwhale is hunted for its oil and spiral ivory tusks (which sometime measure eight to ten feet long), the seal for its skin, and the walrus for its tusks and hide. They also provide food for the Eskimo. By official agreement, the Royal Danish Trading Company is the soul recipient of the Eskimo's hunting efforts, and the yield is sent back to Denmark for processing. There are no walrus tusks or other souvenirs for sale in the general store, and the Arctic tourist cannot legally obtain these items directly from the Eskimos.

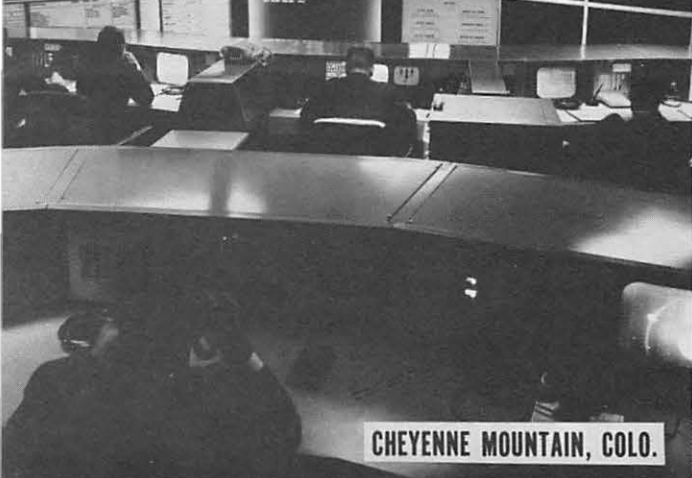
The weekly helicopter flight from

Thule to Kanak is not only an opportunity for Thuleans to get off base and learn something about the country, but it is an experience that few men forget. Detachment 18 of the Eastern Air Rescue Center utilizes these flights for training, carrying cargo, mail, and passengers on a space-available basis. The ground time at Kanak is usually limited to an hour or so. We were more fortunate because the crew needed extra loading time to stow some scientific equipment and data collected by a Danish scientist who had spent the summer in research there.

Even our extended time passed quickly. There is surprisingly much to see and learn, and the place is a shutterbug's dream. Inspector Sondborg was not only a gracious host, but an interesting authority on the Arctic and the Eskimo. Next April should be a good time to visit again. There will be plenty of snow on the ground and the Eskimos will be wearing their furs. I'll keep a close check on that space-available list.

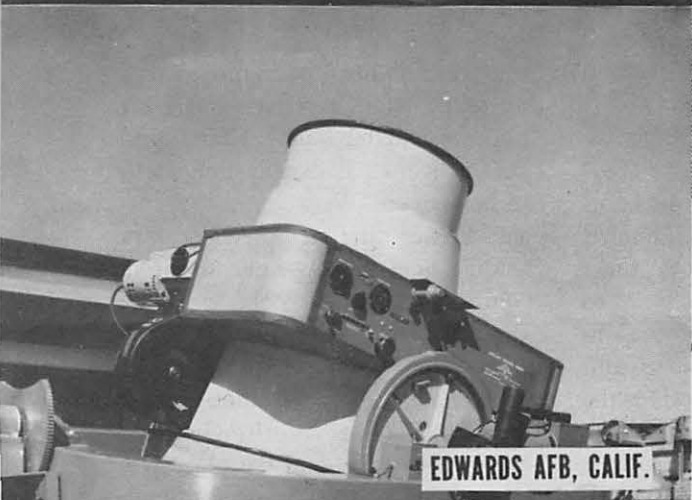


**SHEMYA, ALASKA**



**SPACE DEFENSE CENTER**

**CHEYENNE MOUNTAIN, COLO.**



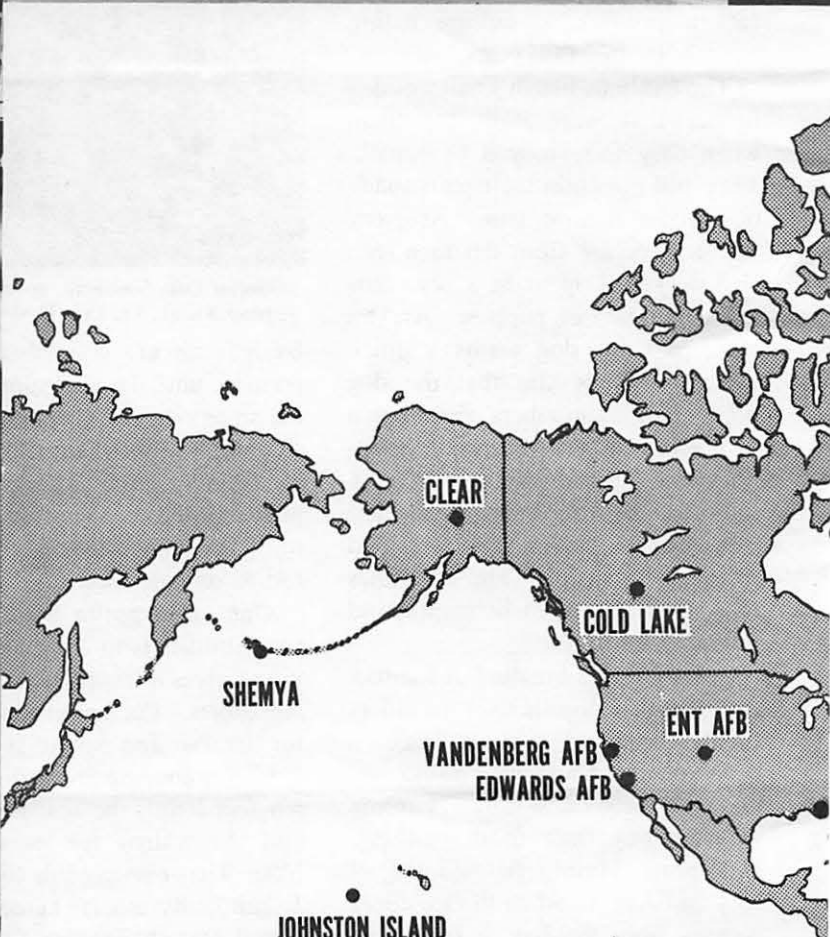
**EDWARDS AFB, CALIF.**



**JOHNSTON ISLAND**



**CLEAR, ALASKA**



# A LOOK AT TH

The elevation and redesignation of subordinate units, and the opening of an underground Space Defense Center has given the 9th Aerospace Defense Division a new look for 1967.

The redesignation of 9th Aero units became effective Jan. 1. Of the division's four major sub units, only the 1st Aerospace Control Squadron retained its former designation.

The 71st Surveillance Wing, headquartered at Ent, became the 71st Missile Warning Wing, and its Ballistic Missile Early Warning System detachments 1 and 2 at Thule, Greenland, and Clear, Alaska, were redesignated respectively as the 12th and 13th Mis-

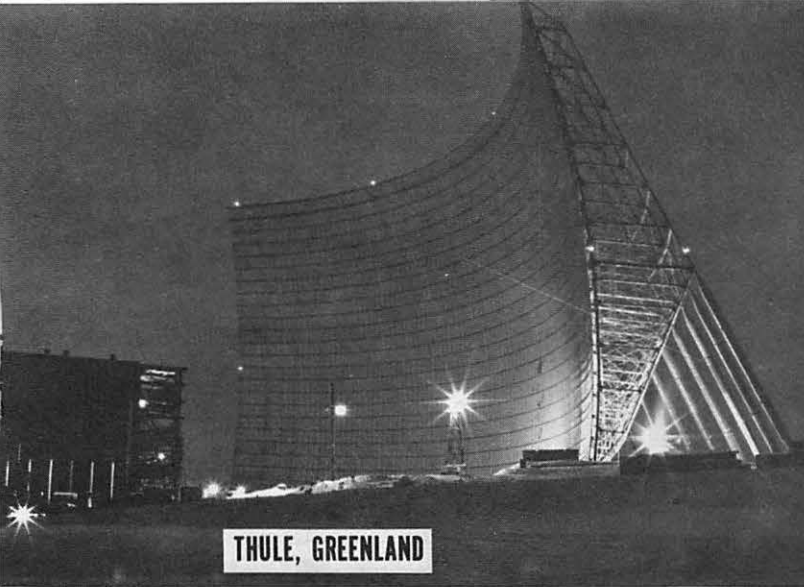
sile Warning Squadrons. The third BMEWS unit, at Fylingdales Moor, England, was redesignated Det. 1, 71st Missile Warning Wing.

The 2nd Surveillance Squadron, also at Ent, was upgraded and renamed the 73rd Aerospace Surveillance Wing.

Spacetracking units under the 73rd are now the 16th Surveillance Squadron at Shemya, Alaska; 17th Survl. Sq. at Moorestown, N.J.; 18th Survl. Sq. at Edwards AFB, Calif.; Det. 2, 18th Survl. Sq. at Johnston Island; TUSLOG Det. 8 at Diyarbakir, Turkey; and 20th Survl. Sq. at Eglin AFB, Fla.

The 10th Aerospace Defense Squadron at Vandenberg AFB, Calif., became the

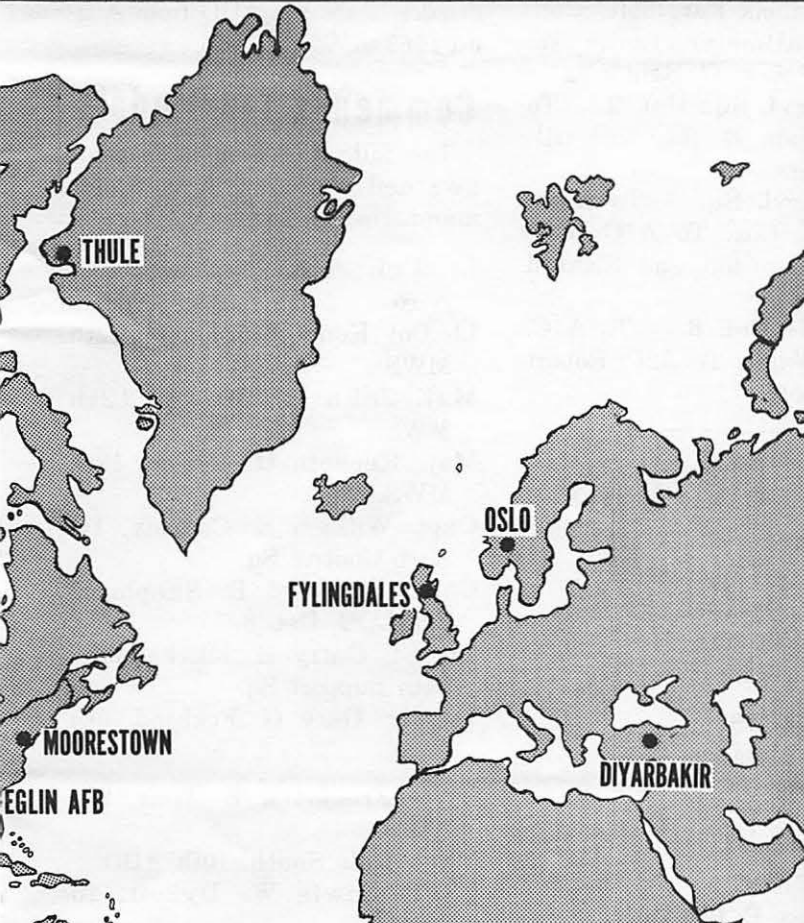




THULE, GREENLAND



FYLINGDALES, ENGLAND



MOORESTOWN, N.J.



DIYARBAKIR, TURKEY

# THE NEW NINTH

10th Aerospace Defense Group, and its detachments at Johnston Island and Vandenberg were redesignated the 24th Support Squadron and 25th Aerospace Defense Squadron respectively.

The 1st Aerospace Control Squadron kept its name, but made the biggest change of all on Feb. 6, when it completed its move from Ent to the new underground Space Defense Center in the NORAD Cheyenne Mountain Complex.

The Space Defense Center unifies the 9th's mission of detecting, identifying and tracking all man-made objects in space. Information from a globe-spanning network of electronic and optical sensors is fed to the cen-

ter's computer and interpreted by SDC personnel, whose job it is to spot and follow every object launched in space.

Primary space data reports come from 9th Area SPACETRACK radar units at Shemya, Moorestown and Diyarbakir, and from BMEWS radar units at Thule, Clear and Fylingdales Moor.

Additional reports are provided by Baker-Nunn satellite tracking cameras at Edwards AFB; Johnston Island; Oslo, Norway; and Cold Lake, Canada.

Other primary sources of space data include radar and optical sensors operated by the Navy's Space Surveillance System (SPASUR), the Air Force Systems Command, and NASA.



EGLIN AFB, FLA.

# 74 WIN NEW STRIPES

Following is the list of division airmen promoted Feb. 1 to the grades of staff sergeant, airman first class and airman second class:

**9th Aero** - To SSgt.: James A. Caldwell, Michael D. Lundberg and Ralph Benjamin. To A1C: Donald M. Wagner. To A2C: Mary D. Bulmer, Richard A. Inman, William B. McIntosh Jr., Carolyn Scogin, Ronald C. Seymour and Patricia A. Wing.

**1st Aero Control Sq.** - To SSgt.: McArthur Smith. To A1C: James K. Doddridge, Michael G. Fowble, Alexander J. Gentile, Gerald Halleck, Richard H. Jones, Thomas E. Perry, John R. Sharpe, Greg P. Tilkens, James R. Duncan, Michael E. Malone and Thomas E. Miller.

**13th MWS** - To SSgt.: Lawrence J. Matile and James H. Motley. To A1C: Thomas C. Bray, Harold R. Harkleroad, David P. Jacob, Thomas Medina, Robert G. Overfield, Edgar A. Pollard and Marion T. Tims.

**10th ADG** - To SSgt.: Clarence L. King. To A1C: Eric R. Jacobson, Robert C. Russell, Alan L. Sigler and David J. Monroe. To A2C: Kenneth E. Long, John F. McDonough, James A. Simontacchi and Carl A. Terry.

**24th Support Sq.** - To SSgt.: Thomas A. Bush, Paul A. Rieger Jr. and Richard M. Mills Jr. To A1C: James Benning, Leroy A. Dixon, Dewey L. Dryer, Robert E. Gross, Richard E. King, Ronald W. Olney, Paul E. Teegarden, Larry D. Real and John Smariga.

**25th ADS** - To SSgt.: Ronald J. Bouffard and James W.

McCullough. To A1C: Ernest M. Frier and Edward A. Fullard.

**73rd ASW** - To A2C: Allen L. Page.

**16th Survl. Sq.** - To A1C: Alfred Maes and James D. Caine.

**18th Survl. Sq.** - To SSgt.: Clark E. Delamater. To A2C: Delmar D. Driver, Daniel R. Ezrow, Francis Furguele, Ronald R. Gallmeier, Loran W. Hall and Robert G. Santanna.

**18th Survl. Sq., Det. 2** - To A1C: William D. Ray and Gilbert Sanders.

**19th Survl. Sq.** - To SSgt.: Charles E. Cox. To A1C: Jimmie D. Hamilton and Richard P. Hoppe.

**TUSLOG Det. 8** - To A1C: Gene R. Wagle. To A2C: Robert W. Campbell.

## NEW MAJORS

### 9th Aero

Eugene S. Finkelstein  
James L. Maxwell  
Rondall H. Stull  
Winona V. Klare

### 12th MWS

Robert B. Barkus

### 13th MWS

Joseph M. Conroy

### 10th ADG

Lawrence E. Brockman  
Wayne D. Conway  
Fred S. Dudley  
T. O. Englehardt  
Gilbert E. Johnson  
Richard E. Whiting

### 1st Aero

Dennis L. Butler  
David D. Igelman  
C. P. Martin

## Col. Tudor Wins Legion of Merit

A former member of 9th Aero, Col. David B. Tudor, received the nation's second highest peace time award recently when he was presented the Legion of Merit.

Col. Tudor, who now serves as ADC director of missile and space defense at Ent, was cited for his "outstanding service" as vice commander of the 9th ADD from August 1963 to August 1966.

## Commendation Medals

The following men have been awarded the Air Force Commendation Medal:

Lt. Col. John R. Gregor, 9th Aero.

Lt. Col. Kenneth Coleman, 12th MWS.

Maj. John C. Brown, 12th MWS.

Maj. Kenneth G. Keiser, 13th MWS.

Capt. William E. Cassady, 1st Aero Control Sq.

Capt. Hayward B. Shepherd, TUSLOG, Det. 8.

1st Lt. Garry E. Mitchelmore, 24th Support Sq.

1st Lt. Gary G. Ecklund, 9th Aero.

CWO Frederick E. Weir, 9th Aero.

MSGT. Dale Smith, 10th ADG.

TSgt. Lewis W. Dykoff, 10 ADG.

TSgt. Charles H. Boyd, 10-ADG.

TSgt. Stanley Skoronsky Jr., 9th Aero.

SSgt. Lenwood W. Easton Jr., 9th Aero.

SSgt. Alfred L. Raglin, 9th Aero.

A1C James Brom, 10th ADG.

# Thule Codfish Are Odd Fish

Fishermen at Thule, Greenland, are not bemoaning the fish that got away this year. Their new version of the old story is about the fish that wouldn't go away. It was told to us by Maj. Don H. Goede of the 12th Missile Warning Squadron.

What some might consider a fisherman's dream became a five-week nightmare at Thule when 1,000 to 2,000 pounds of fish were caught each day without even dropping a hook.

The choice fishing spot was in the small lagoon built to protect the YFP-10 Navy power ship from waves, harbor ice, winds and tides. Two openings in the lagoon provide for circulation of sea water.

In October, this peaceful lagoon was invaded by not just a school, but a large university of Ling codfish. They completely plugged the sea water intakes of the power ship's condenser circulating pumps.

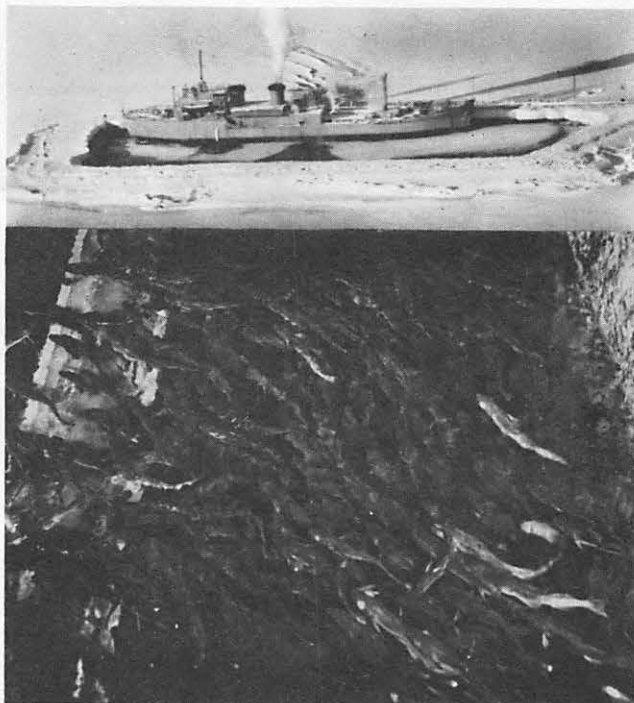
Fortunately, the fish were small ones about six to ten inches long. This species is known to reach a length of seven feet and weigh as much as 100 pounds.

More than 1,000 pounds of fish were removed from the intakes and hauled to the dump the first day of the invasion. But that just left room for more. The "kamikaze" attacks on the intakes continued, and soon 1,500 to 2,000 pounds of the codfish were being hauled to the dump each day.

Operation "Hot Water" was the first attempt to drive the cod from the lagoon, but the arctic fish were not phased by the heat treatment. A chemical to repel the fish was also sought, but none could be found.

Meanwhile, down at the dump, the pile of dead fish got bigger and bigger. Even after the arctic fox, sea gulls and ravens had gorged themselves, there was still a mountain of fish remaining.

It was thought that the Eskimos from nearby villages would be interested in the fish, but the first one to arrive picked up a handful and gave them to his dogs. The dogs took one sniff and turned up their noses. So did the Eskimos.



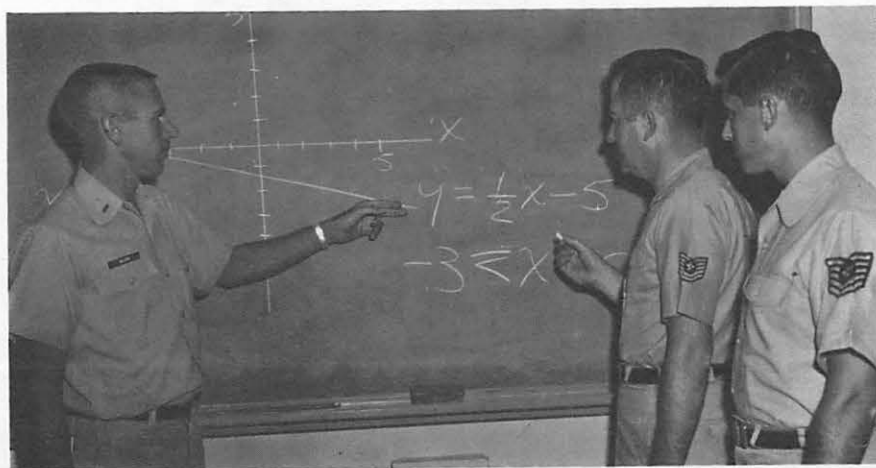
The Thule power ship was the bait for thousands of codfish that invaded its lagoon. Some 50,000 pounds of fish were caught in the sea water intakes of the ship's condenser circulating pumps. (RCA Photo)

To keep the fish from plugging the intakes, large screens were placed over the intake ports. The same day the screens were installed, two seals also invaded the lagoon and began helping the cod clearing campaign.

After five weeks of frustration, trial and tribulation, the fish finally gave up and left the lagoon.

It marked the end of a 50,000-pound fish story, but no one knew whether it was the seals or screens that made them leave (or possibly a combination of the two). But then no one knew either what they found attractive about the place to begin with. That's still the biggest question.

# CLOUD NINE



1st Lt. Larry Nelson, Math A instructor at the Allan Hancock College extension at Johnston Island, critiques a math problem for TSgt. Warren Cook and TSgt. Bob Garnett.

## Allan Hancock College Offers Courses at Johnston Island

Through intensive planning, coordination and the efforts of all agencies concerned, off-campus resident college courses are now in full operation at Johnston Island.

### Would You Believe

# 405% MORE TRACTION

Latest tests by the National Safety Council show the advantage of using snow tires or tire chains on your automobile for winter driving.

The tests proved that on glare ice at 25 degrees, snow tires provide 36 per cent more traction than regular tires. Studded snow tires provide 136 per cent more traction, and reinforced tire chains give you 405 per cent more traction.

Classes began in August with an initial enrollment of 106 students, 62 of them assigned to ADC. The rest were Army, Navy, Coast Guard and civilian contractor personnel.

The school is operated by Allan Hancock College, Santa Maria, Calif., under special sanction of the California State Board of Education. Sanction was obtained through the personal efforts of Dr. Walter E. Conrad, AHC president.

Establishing resident courses more than 3,000 miles from the main campus makes Allan Hancock one of the few colleges that provides educational programs on military installations at distant locations.

Extensive time and effort was required on the part of 10th ADC's 24th Support personnel at J.I. Courses are conducted within time periods to allow personnel to complete courses during their periods of

extended rotational TDY on the island, thus minimizing disruptions in their college educational progress.

The instructors are 24th personnel who are qualified to teach a specific subject. Consequently, the curriculum offered depends upon what the instructors are qualified to teach.

However, the program is proving to be excellent for morale at that remote duty location. It provides a good opportunity to increase individual education levels in a place where class and study time is readily available and outside distractions are few.

Additionally, the program reflects the outstanding cooperation between services, working with the civilian community, to offer military personnel every available opportunity to increase their education.

## Orbital Analyst Gets Kick Out of Soccer

Soccer is on the way "In" in the U.S. and 1st Lt. John S. Adams Jr., an orbital analyst with 1st Aero, couldn't be happier about it.

Lt. Adams was a four-year letter man in soccer at Hobart College in Geneva, N.Y. Although he went to Hobart on a basketball scholarship and lettered in basketball all four years, his biggest game was soccer. In 1961 he was named to the All-American second team.

That was a banner year for Hobart. They finished third in the East and their only loss was to the second place team, Courtland State College (N.Y.) by a score of 2-1.

"I don't think I'll ever forget that game," Lt Adams said. "There were about seven guys from my hometown of Naples, N.Y., playing on

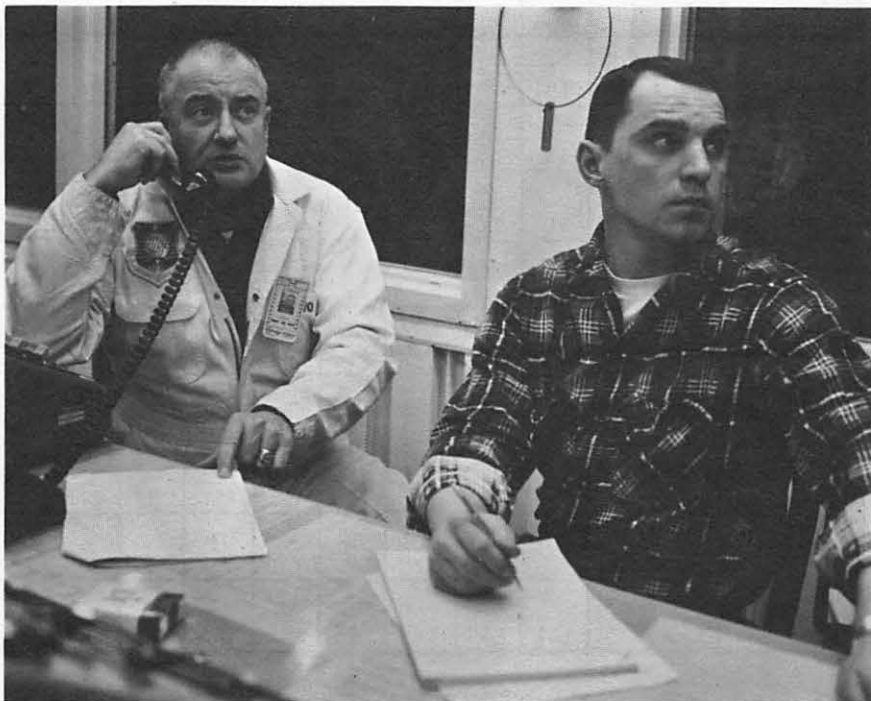
# COMMUNIQUE

both teams, and four or five hundred people had driven from Naples to see the game. This is quite a showing for a town with a population of about 2,000 people. When Courtland beat us, I was embarrassed."

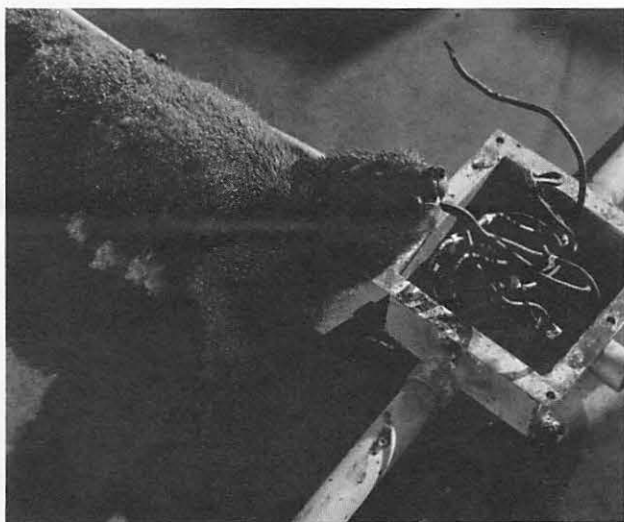
Lt. Adams usually plays center halfback. His specialty is defense which he now plays for the Ent AFB Internationals. The Ent team which competes in the Denver League lost their first pre-season game to the highly touted Denver Kickers, 6-1. The Internationals will get their chance for revenge as the season progresses.

"We need more time to practice," said Lt. Adams. "We beat the same team last year by a big score, and the only reason we lost to them this year is because we haven't had a chance to practice more than once a week."

In his spare time, Lt. Adams assists Coach Horst Richardson of the Colorado College soccer team,



CWO Fred "Greentime" Weir of 9ADD civil engineering and John Kweder of RCA are shown here going through the final stages of the highly successful three-week checkout of the new power plant at Thule. "Greentime" earned his nickname by completing the tests without incurring one second of red time. The new diesel plant replaces the YFP-10 Navy power ship and puts Thule in the Class "A" power category.



This arctic fox at Thule, Greenland, bit off a little more than he could chew when he gnawed through the insulation of a live wire in a junction box that had been opened for inspection. He was found by electrical engineer Gus Chiludakus after a signal light on his control board indicated trouble with the heating cable for the water lines at J Site. (RCA Photo)



Parker T. Hart (left), American Ambassador to Turkey, and Mr. Edwin W. Martin, deputy chief of the U.S. Mission in Turkey, are briefed on the operation of the FPS-79 radar at TUSLOG Det 8 by Maj. Bob Rocque, operations officer, and Col. William C. Watts, commander. A luncheon honoring Ambassador Hart and Mr. Martin was held following their tour of the site.

# PUZZLE BY DICK FEASEL CORNER

The top portion of this puzzle is a quotation from literature. Words derived from clues

below provide letters for the top. When you complete the bottom portion, the first letters of the words will spell the author and source of the quotation. NOTE: The top portion does not read vertically. Punctuation is omitted, and words may be broken at the end of a line.

	1	2		3	4	5	6	7		8	9	10		11	12	13		14
15	16	17	18	19		20	21	22	23		24	25	26	27	28	29	30	
31	32	33	34	35		36	37	38	39	40	41	42		43	44	45	46	
47	48	49	50	51	52	53		54	55	56	57	58	59		60	61	62	
63	64	65	66	67		68	69		70	71		72	73	74	75		76	77
78	79		80	81	82	83	84	85	86		87	88		89	90	91	92	93
94		95	96	97		98	99	100	101	102		103	104	105	106		107	108
109	110		111	112	113	114	115		116	117	118		119	120	121		122	123
	124	125	126		127	128	129	130	131	132		133	134		135	136		137
138	139	140		141	142	143		144	145	146	147		148	149	150	151		

- 36 56 61 14
- 127 135 115 138 53
- 5 8 30 95 79
- 50 142 98 139 146
- 2 12 101 151
- 7 70 72 94
- 150 1 128 65 137
- 54 16 10 47 132
- 29 144 108 15
- 147 82 24 91
- 114 141 136 6 71
- 125 110 149 27 59
- 140 3 49 62
- 111 148
- 117 13 86 104 23
- 19 41 103 44 74 120
- 20 122 18 77 87
- 51 69 134

- Togetherness.
- Modern weatherman.
- Distinguished from heaven or hell.
- Ratio of the diameters of image and object. Some are built-in.
- A television prize
- Partners in defense.
- Missile observer.
- When it will be back.
- An organization that has made men rise rapidly. Into a race or a log.
- Played with the knobs. To oscillate.
- Old kinderhook; often preceded by A.
- Numerical summary.
- Constellation popularized by space age
- Conclusion.
- Switch \_\_\_\_\_ to stop.

- 21 37 78 57 9
- 143 96 33 93 64
- 4 17 35
- 63 124 31 133 119
- 48 75 89 11
- 55 85 113
- 126 76 22 25 83
- 88 107 84
- 26 32 145 123 66 67
- 43 73 58 92 99 80
- 102 97 112 45 129
- 28 52 121 42 106 40 60
- 90 130 46 68
- 100 109 131
- 105 116 34 39

- Moves in circles.
- Where the gear and Eskimo play.
- Often preceded by base.
- Unyielding.
- Type of current.
- Last statement in FORTRAN program.
- Birds do it, so do airplanes and Superman.
- Satellite: to investigate terrestrial phenomena.
- Not open very long for rendezvous (two words).
- A small change.
- Tendency to remain fixed without change.
- Given back from a surface.
- Ally in Viet Nam.
- Island in Pacific or on the beach.

# Puzzle Corner ANSWERS

Answers to December's puzzles:

1. Let A be the amount with which he began. After 2n games he will have:

$$A\left(1 + \frac{1}{m}\right)^n \left(1 - \frac{1}{m}\right)^n = A\left(1 - \frac{1}{m^2}\right)^n + A$$

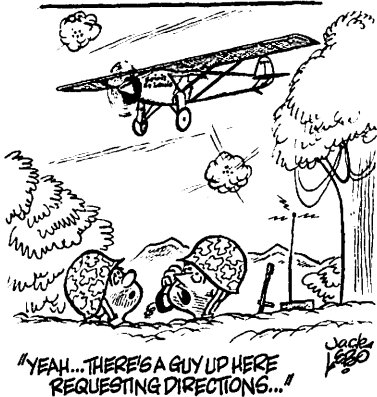
So it does not matter what value is chosen for m, the player always loses.

2. The first sheet is folded as follows: Hold it face down so when you look down on it the squares are in this position.

$$\begin{array}{r} 2365 \\ 1874 \end{array}$$

Fold the right half on the left, so that 5 goes on 2, 6 on 3, 4 on 1, and 7 on 8. Fold the bottom half up so that 4 goes on 5 and 7 on 6. Now tuck 4 and 5 between 6 and 3, and fold 1 and 2 under the packet.

The second sheet is first folded in half the long way, the numbers outside and held so that 4536 is upermost. Fold 4 on 5. The right end of the strip (6 and 7) is pushed between 1 and 4, then bent around the folded edge of 4, so that 6 and 7 go between 8 and 5, and 3 and 2 go between 1 and 4.



# Meet the Challenge

I consider commanders and supervisors at every echelon within Air Defense Command as my personal representatives in one of our most important programs—the retention of qualified officers and airmen. Retention has frequently been identified as a problem; however, I prefer to call it a challenge. Each and everyone of us must meet this challenge in order to assure that the Air Force remains strong and continues to grow. Our degree of success with this program will have a direct bearing on our capability to perform the Air Defense mission.

HERBERT B. THATCHER  
Lieutenant General, USAF  
Commander, ADC

# Reason and Re-Up

*"I think the two main points influencing my decision to re-enlist were rapid advancement in grade, and the educational opportunities available through the Air Force. In addition, my family and I enjoy traveling. We have met interesting people in all walks of life and made lasting friendships."*

That quote did not spring from the typewriter of an over-eager recruiter, but from the considered judgement of SSgt Donald R. Rupley, NCOIC of the admin division of Group II (Cheyenne Mountain) of 1st Aero.

*"I've been very fortunate as far as promotions are concerned. This, coupled with the other privileges such as family medical benefits, commissary, education, training, and travel opportunities—plus being able to look forward to an early retirement, have been the major reasons for my accepting the Air Force as a career."*

That one came from A1C McArthur Smith, a Viet Nam-bound 1st Aero man who not only joined the Air Force but married an Air Force gal, A1C "Connie" Key Smith, well known to all Ent personnel who have ever checked in at the Dispensary.

These two first term men thought the situation out very carefully and then signed up again this fall. The Air Force is glad to have them. Both men want to continue their formal education, both look forward to further specialized training as well. Both men like the lives they and their families have created for themselves in the Air Force.

Their reasons for staying in have many points in common. Other men and women find their own reasons for staying in blue. Whatever the career field, the assignment, the location, every first term man owes it to himself to weigh the advantages of an Air Force career from every angle. Have you?

ZEROY says

**"It's not MY fault!  
My supervisor didn't tell me!"**



Accident investigation, inspections, and surveys continue to reveal management deficiencies and malpractices, in spite of the current emphasis on Zero Defects and the necessity to preserve USAF potential.

The most glaring deficiency, according to a recent TIG Brief, has been failure of the supervisor to supervise--the one factor, which, when accomplished effectively, prevents the conditions and the events which culminate in accidents. Supervision also provides the guidance which results in more efficient operation and effective mission accomplishment.

Zero Defects is violated as well when someone fails to do something that is right and expected of him, as when he actually does it wrong.

Proper supervision must be maintained. It has a profound effect on Air Force readiness and economy. Also, it is the single, most important ingredient of the solid foundation upon which effective accident prevention efforts must be based.

Commanders must insure that this principle is universally accepted and practiced by all managers at every echelon of command. It cannot and should not be taken for granted. Rather, personnel in supervisory capacities should be challenged and tested to guarantee that they know how to, and in fact, do supervise! (ADC-PS)

**Supervision Reflects**

**In ZERO DEFECTS**



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Maj Gen O. B. Johnson      Commander  
Maj R. H. Reed              Dir of Info  
SSgt W. A. Brockmann      Editor  
Miss Peggy Wyse             Secretary

**COVER:** This month's cover, which promotes the story on page 4, was drawn by former Q POINT editor, SSgt Jim Caldwell, before he left for his new assignment at DaNang AB, RVN. We hope Jim will remain our South Vietnam correspondent.



Dr. Edward U. Condon, a man keenly interested in "flying saucers," visited 9th Aero facilities at Colorado Springs Jan. 13 in preparation for a special University of Colorado study of unidentified flying objects.

Dr. Condon is professor of physics and astrophysics at U of C, which has been contracted by the Air Force to conduct the independent UFO investigation.

Along with other members of his UFO study team and representatives from the USAF Office of Aerospace Research (OAR), Dr. Condon was given a briefing at Ent and an orientation tour of the Cheyenne Mountain complex.

In letters to Maj. Gen. Oris B. Johnson, 9th Aero commander, both Dr. Condon and Mr. J. Thomas Ratchford of OAR expressed appreciation for the information gained during their visit.

"The excellent briefing at Ent and the orientation visit to Cheyenne Mountain will be invaluable to the Condon committee in its admittedly difficult study of such an elusive subject as UFOs," said Mr. Ratchford.

"Furthermore, the fine spirit of cooperation evidenced by all of your staff was helpful in demonstrating to the University of Colorado that operational commands such as yours can play an important role in furnishing the kind of information necessary for their study."

The decision to ask the University of Colorado to make an independent investigation of UFOs was based on a recommendation made last year by the Air Force Scientific Advisory Board, which was asked to evaluate the Air Force's UFO investigation program known as Project Blue Book.

The advisory board committee

felt that the Air Force program dealing with UFO sightings was well organized, but that the resources assigned to it (one officer, a sergeant and secretary) were "quite limited."

The committee members agreed that after 19 years and more than 10,000 sightings recorded and classified, "there appears to be no verified and fully satisfactory evidence of any case that is clearly outside the framework of presently known science and technology."

However, they felt that analysis of new sightings could possibly provide some valuable additional knowledge.

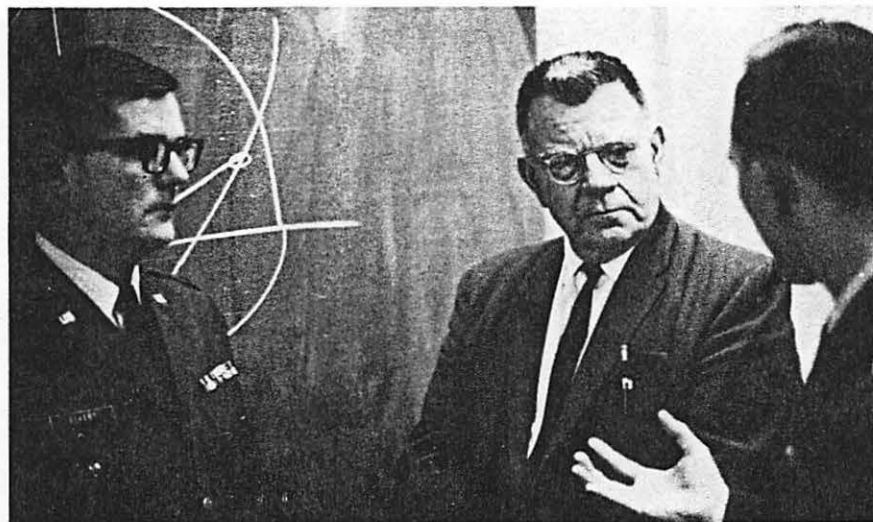
The committee members also thought that some of the cases listed as "identified" by the Air Force were sightings where the evidence collected was too meager or too indefinite to permit positive listing in the identified category. Because of this, they recommended that the

Blue Book program be strengthened to provide opportunity for scientific investigation of selected sightings in more detail and depth than before.

Dr. Condon pointed out that the University of Colorado investigators "will be free to follow whatever lines of study they decide are most important, using whatever means of study their judgments indicates is most suitable." He added that they also 'will be free to publish their findings without control of any kind by the Air Force.'

Previous UFO findings by the Air Force and other independent consultants can be summed up in five statements, according to the Library of Congress legislative reference service:

1. UFOs do not pose a threat to the nation;
2. UFOs do not represent developments or principles beyond present-day scientific knowledge;
3. There is no evidence of extraterrestrial vehicles under the control of an intelligent being;



Dr. Condon is briefed at the Cheyenne Mountain Complex by orbital analysts 1st Lt. Henry B. Eckert Jr. (left) and Capt. Dick A. Cable, both of 1st Aero.

4. There is no evidence of physical matter left behind by a reported UFO;

5. Some small fraction of total sightings remain "unidentified."

Of the 10,047 flying objects investigated by the Air Force from 1947 through 1965, most were identified officially as bright stars and planets, comets and meteors, satellites, balloons, aircraft and other known

causes. A number of other objects couldn't be identified because of insufficient data, but only about 6.4 per cent were classified as "unidentified."

Dr. Condon's group is expected to report on its findings early next year. They may reach the same conclusions as previous studies or may come up with something out of this world. Meanwhile, the Air Force is keeping an open mind.

"The Air Force does not deny the possibility that some form of life may exist on other planets in the universe," according to the Project Blue Book information pamphlet. "However, to date, the Air Force has neither received nor discovered any evidence which proves the existence and intra-space mobility of extraterrestrial life. The Air Force continues to extend an open invitation to anyone who feels that he possesses any evidence of extraterrestrial vehicles operating within the earth's near space envelope to submit his evidence for analysis."

